

SUBCOMMITTEE ON TRANSPORTATION  
of the  
ECONOMIC INTELLIGENCE COMMITTEE

Review of Activities and Accomplishments During Fiscal Year 1957

A. Activities of the TSC During Fiscal Year 1957

1. Review of the Intelligence Product

No formal program has been established to review the adequacy of the transportation intelligence product. However, the joint research activities of the Transportation Capabilities Estimating Group and TSC review of inter-agency research projects have been beneficial in assuring adequate production efforts on such subjects as agreed basic transportation statistics, and the development of specific research techniques for uniform methodologies for determining rail, port, inland waterway, and highway capabilities. It has been agreed that the Subcommittee on Transportation (TSC) will review reports prepared by the Transportation Capabilities Estimating Group which are pertinent to the mission of the Economic Intelligence Committee (EIC), and that such reports will be published as EIC reports.

2. Research and Collection Deficiencies

a. Research Deficiencies

During Fiscal Year 1957, the Army continued its work in preparation of priority research and collection deficiencies on the European Satellites.

The Secretariat concluded its review of the Air Force paper on research and collection deficiencies for civil air, and this draft was circulated to the TSC membership for review and comment.

Details on progress and plans for the resolution of priority research deficiencies are presented in Annex A to this report.

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b. Collection Deficiencies



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Members of the TSC discussed the IAC post-mortem on NIE 13-56 and reviewed their outstanding requirements and planned research programs to determine the extent to which they would resolve existing deficiencies.

### 3. Review of Substantive Papers

The only substantive paper reviewed by the TSC during Fiscal Year 1957 was the first draft of a revised paper, Capability of the Trans-Siberian Railroad and Connecting Lines in Manchuria and North Korea. This paper is now with the Transportation Capabilities Estimating Group for resolution of difference among member agencies of the TSC.

The TSC membership continued its close liaison and coordination of research programs, particularly those projects concerned with the annual estimate on Chinese Communist capabilities, and the transport section of EIC-RI-S6, "Communist China's 1956 Trade and the Transport Involved."

### 4. Review of External Research Proposals.

The TSC reviewed and prepared comments on an Air Force external research proposal, "Development of Space, Time and Movement Factors for an Economic-Military Model."

### 5. Maintenance of Agreed Basic Statistics

The TSC made some progress in 1957 on the resolution of differences held by member agencies on rail transport statistics for Communist China.

CIA is continuing its work on the revision of agreed statistics, and the resolution of a few remaining differences, on the following countries:

Bulgaria. . . . .	Rail Transportation
Czechoslovakia . . . . .	Rail Transportation
East Germany. . . . .	Rail and Highway Transportation
Hungary. . . . .	Rail and Highway Transportation
Poland . . . . .	Rail and Highway Transportation
Rumania . . . . .	Rail Transportation

### 6. Projects Undertaken at the Request of the EIC or Proposed to the EIC

The following projects were undertaken at the request of the EIC:

- a. EIC 8 (WSEG) Research on this project, continued in Fiscal Year 1956, is still incomplete, except for the rail transportation



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section. The sections on the remaining forms of transport and requirements of the economy will be undertaken by the Transportation Capabilities Estimates Group upon completion of the revision of EIC R9S1.

- b. Revision of EIC R9S1. This project, "Capability of the Trans-Siberian Railroad and Connecting Lines in Manchuria and North Korea," has been completed in first draft. A final draft should be completed within a very short time.

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- c. NIE 13-57. The TSC discussed the current estimates in this project, "Chinese Communist Capabilities and Probable Course of Action." These discussions contributed to the preparation of an estimate by the IAC representatives on this subject.
- d. EIC RL6. The TSC is now engaged in the coordination of a part of the overland transport section of this annual project, "Communist China's 1956 Trade and the Transport Involved."
- e. Exchange Papers. The TSC approved a paper prepared by the Highway Capacity Working Group on "Exchange Visits with the USSR and Poland in the Field of Highway Transportation."

A Working Group was also established to consider a similar exchange in the field of civil aviation, and the TSC approved a paper prepared by this group.

## 7. Intelligence Research Techniques

Members of the TSC have engaged in continuous discussion of research techniques to be used in preparation of the reports listed above. The four transport capability methodology working groups also continued their work during the year.

The Inland Waterway Group completed its draft "Methodology for Computing Inland Waterway Capabilities." This draft was accepted by the TSC and will be tested by TSC members. The paper has also been sent to US industry for testing and comment.

A preliminary draft of a paper on "Methodology for Computing Port Capacity," based on the factor method, has been completed by the Port Capacity Working Group, and is now being reviewed.

The TSC also discussed from time to time the general outline of the "Methodology for Computing Highway Capacity," which is being prepared by the Highway Working Group.

Work is continuing on a "Methodology for Computing Rail Capacity."

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8. Coordinating Functions of the TSC

These actions are typified by the activities discussed under items 6 and 7.

9. Evaluation of the Role of the Subcommittee

a. Realization of the Subcommittee's Potential

During Fiscal Year 1957 the TSC has made some progress in fulfilling its responsibility for the coordination of transportation intelligence produced by the US intelligence community. The assignments given to the Transportation Capabilities Estimating Group reflect an awareness of those areas in which the need for agreed intelligence estimates is acute. Publication of the product of this Estimating Group by the EIC should gradually narrow those areas in which the divergent views and approaches of the members of the TSC have heretofore precluded tangible accomplishment in the execution of TSC responsibilities.

The considerable progress made by the working groups on highway, inland waterway, port, and rail capacity should be beneficial to realization of TSC potential. The completion of agreed methodologies will reduce markedly, and help to eliminate, differences in final intelligence estimates made by members of the TSC.

b. Impediments to Efficient Functioning of the Subcommittee

The coordination activities of the TSC did not achieve the degree of success hoped for by the establishment of the Transportation Capabilities Estimating Group. The failure of this group to reach agreement on its first assignment, the revision of R9S1, has prevented advancing to other priority problems assigned to the group. The time and research expenditures involved in the functioning of this group have been extremely costly. It now appears that the resolution of many basic differences among TSC members can be effected only by the active participation in the estimating group of TSC officials at a higher level than those assigned to it in the past year.

Another problem in successful implementation of the coordination function is the continued independent research activities carried on by TSC members. The Subcommittee should attempt to exercise a more positive influence upon the direction and scope of these independent research activities, both to avoid duplication of effort and to effect a more economic and concerted attack on common problems. In this context the independent research programs of each TSC member should be presented to the Subcommittee at some point in the program planning process when they can be reviewed as the total effort



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of the entire transportation intelligence community. The Subcommittee, at this point, should attempt to provide constructive comment and guidance in order to effect a more rational approach to the numerous and complex problems and programs undertaken by member organizations of the TSC.

Such comment and guidance from the Subcommittee could also be used by each TSC member in the execution of those programs assigned to it by higher authority and whose terms of reference it does not control.

B. Future Program of the Subcommittee

1. The Subcommittee will continue to review foreign economic intelligence in the field of transportation and to identify priority deficiencies in the intelligence competence of the US Government. The Subcommittee will continue its work on the preparation of the following research and collection deficiencies:

USSR Collection

1. Merchant Shipping

USSR Research

1. Merchant Shipping

COMMUNIST CHINA Collection

1. Merchant Shipping
2. Highways
3. Inland Waterways

COMMUNIST CHINA Research

1. Merchant Shipping

EUROPEAN SATELLITES Research and Collection

1. Railroads
2. Highways
3. Inland Waterways
4. Merchant Shipping

2. The Subcommittee will continue its program for the completion of agreed basic statistics in accordance with EIC-D-77, September 1954.

3. The Subcommittee will continue its remaining work on the production of agreed methodologies for determining the capacity of rail and highway systems.

4. The Subcommittee will continue to review the activities of the Transportation Capabilities Estimating Group and attempt to find ways to make this a more effective working group for the elimination of priority research deficiencies.



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5. The Subcommittee will attempt to improve procedures for the coordination of independent research programs carried on by its members, and to consider proposals for external research within the provisions of DCID 15/1.

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ANNEX A

PROGRESS REPORT ON PRIORITY DEFICIENCIES OF RESEARCH  
By EIC Subcommittee on Transportation

I. RAILROAD TRANSPORTATION

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Gaps in Intelligence

Progress in FY 1957 and Plans

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I. a. Quantitative estimate of total traffic flows on strategic and economically important railroad lines.

1. USSR
2. China

I. a. 1. CIA/RR 82, "The Volume and Character of Traffic on the Trans-Siberian Railroad in 1953," removes the gap for this line.

CIA/RR PR-152, "Pattern of Coal Traffic in the USSR in 1953," partially removes this gap.

CIA/RR 89, "Growth of Transportation in the USSR 1948-1956 and Prospects Through 1961," partially eliminates this gap.

CIA Project Proposal 20.1768, "Regional Civil Consumption of Petroleum in the USSR," will provide important data for further work on this deficiency.

CIA Project Proposal 43.1957, "Development of Transportation in USSR Central Asia," will provide data for this deficiency.

2. EIC RI 85, "Communist China's Trade and Transportation," provided data to eliminate this deficiency.

CIA/RR 72, "Railroad Transportation in Communist China 1950-1954," partially eliminates this gap.



I. RAILROAD TRANSPORTATION

Gaps in Intelligence

Progress in FY 1957 and Plans

CIA Project 43.1601, "Development of the Transportation Sector in the Chinese Communist Economy" (in editorial process) will also help to eliminate this gap.

- I. b. Capacity of USSR Railroad lines and trans-loading facilities leading to border areas.

- I. b. Completion of the revision of EIC R1 S9 by the Transportation Capabilities Estimating Group (final draft now being prepared) will help to remove this deficiency.

Upon completion of the R9 revision, the Transportation Capabilities Estimating Group will undertake completion of the WSEG study - EIC-P-8, "Soviet Bloc Military Transportation Capabilities to Launch and Support Campaigns into the Area between the Baltic Sea and the Alps."

A TSC Working Group is continuing its preparation of a "Methodology for Computing Rail Capacity" which will be helpful in further work on the removal of this deficiency.

- I. c. Line capacities (including the physical details of the lines, facilities and structures connected therewith) of the most strategically and economically important lines in Communist China.

- I. c. CIA Project 43.1601, "Development of the Transportation Sector in the Chinese Communist Economy" (in editorial process), will provide data for this deficiency.

- I. d. Number, type, and capability of the motive power and rolling stock, including the inventory and utilization, serviceability, age, and retirement.

- I. d. 1. CIA/RR 89, "Growth of Transportation in the USSR, 1948-1956," provides some data on this deficiency.

CIA Project 43.1957, "Development of Transportation in USSR Central Asia," will provide data on this deficiency.

1. USSR
2. China



I. RAILROAD TRANSPORTATION

Gaps in Intelligence

Progress in FY 1957 and Plans

- CIA Project 43.1605, "The Impact of Long Range Plans for Electrification and Dieselization of Railroads in the USSR" (in editorial review), will provide data on this deficiency. EIC R9 S1 will provide data to eliminate part of this deficiency.
- I. d. 2. CIA Project 43.1601, "Development of the Transportation Sector of the Chinese Communist Economy" (in editorial review), will provide data on this deficiency.
- CIA Planning Project 43.1956, "Determination of the Transportation Contribution to National Income of Communist China, 1950-1957," will deal partly with this deficiency.
- I. e. Precise location and capabilities of USSR railroad yards, servicing and repair facilities and storage depots.
- I. e. The TSC Working Group paper on "Methodology for Computing Rail Capacity" will provide some data on this deficiency.
- Air Force maintains a running file of such items, publishable upon request, and is also working on target information sheets which will remove some of these deficiencies.
- EIC R9 S1 will provide data to eliminate part of this deficiency.
- I. f. Analysis of planned development of Communist Chinese railroads with emphasis on planned rates of growth, measured both in planned traffic increases and in expansion of lines and line facilities.
- I. f. CIA Project 43.1601, "Development of the Transportation Sector of the Communist Chinese Economy," will eliminate most of these deficiencies.
- CIA Planning Project 47.1581, "Railroad Construction in Communist China," will eliminate most of the deficiencies concerned with line expansion and new line construction.



II. INLAND WATERWAYS TRANSPORTATION

Gaps in Intelligence	Progress in FY 1957 and Plans
II. a. Quantitative estimates of total traffic flow on individual strategically and economically important waterways.  1. USSR  2. China	II. a. 1. EIC RI 86, "Communist China's Trade and Transportation," will provide data on this deficiency.  CIA Planning Project 20.1768, "Regional Civil Consumption of Petroleum in the USSR," will provide some data for use in eliminating this deficiency.  CIA Planning Project, 43.1957, "Development of Transportation in Soviet Central Asia," will provide some data for this deficiency.  CIA/RR PR-152, "Pattern of Coal Traffic in the USSR in 1953," partially eliminates this gap.  CIA's unpublished analysis of the "RSFSR Handbook," partially eliminated this gap.  2. CIA Project 43.1601, "The Development of the Transportation Sector in the Chinese Communist Economy" (in editorial review), has some data on this deficiency.
II. b. More precise estimates of the inventory, type and capabilities of the inland waterway fleet.  1. USSR  2. China	II. b. 1. CIA working files contain some unpublished data on vessels comprising 30 to 40 percent of total inventory.  2. No progress.  The work of the TSC Working Group on "Methodology for Computing Inland Waterway Capacity" will provide research tools for work on these deficiencies in both the USSR and Communist China.



II. INLAND WATERWAYS TRANSPORTATION

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Gaps in Intelligence

Progress in FY 1957 and Plans

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II. c. More precise estimates of the facilities and capacities of the USSR inland waterway fleet.

II. c. 1. CIA Planning Project, 43.1957, "Development of Transportation in Soviet Central Asia," will contain some data on this deficiency.

Work of the TSC Working Group on "Methodology for Computing Inland Waterway Capacity" will provide research tools for work on these deficiencies in both the USSR and Communist China.

II. d. More precise estimates on hydrography, facilities and capacities of the inland waterway routes in Communist China.

II. d. CIA Project 43.1601, "The Development of the Transportation Sector of the Chinese Communist Economy" (in editorial review), has some data on this deficiency.



III. HIGHWAY TRANSPORTATION

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Gaps in Intelligence

Progress in FY 1957 and Plans

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III. a. Better estimates of the number and capability of the motor vehicle inventory.

1. USSR
2. China

III. a. 1. Methodological aspects of this problem are being considered by a TSC working group. Considerable work needs to be done on this problem.

CIA/RR89, "Growth of Transportation in the USSR, 1948-1956, and Prospects Through 1961," partially eliminates this gap.

2. Some data on this deficiency were presented in CIA's contribution to NIS 13-57, and are contained in CIA Project 43.1601, "The Development of the Transportation Sector in the Chinese Communist Economy," in editorial review.

III. b. More precise estimates of the capacity of USSR highways leading to border areas or connecting with important railroad or inland waterways trans-shipping points.

III. b. Highways leading to the border areas in the Far East are under review in EIC R-1 S6.

Army work on the NIS program contributes to the elimination of these deficiencies.

CIA Planning Project 43.1957, "Development of Transportation in Central Asia," may provide some data on this deficiency.

III. c. Estimates of the capacity of selected highway routes in Communist China.

III. c. Border routes were reviewed for EICR1 S4, S5, and S6.

Army work on the NIS program provides some data for this deficiency, as do several maps prepared by Army giving capacity estimates of selected highways.

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